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COUNTRY Rumania

REPORT NO.

TOPIC 1. Arad Airfield

2. Construction of a New Airfield at Salukat

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EVALUATION

PLACE OBTAINED

DATE OF CONTENT prior to mid December 1951

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DATE OBTAINED DATE PREPARED 10 December 1952

REFERENCES

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PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Arad airfield had an east-west surfaced runway. No taxiways were available. The flight control station and two concrete hangars with corrugated sheet metal roofs were observed on the northeast side of the field. Four single-story barracks buildings occupied by about 400 Rumanian Air Force soldiers 250 of whom were allegedly pilot students, were available in the southeastern corner of the installation. Aircraft dispersal areas were seen between the hangars and at the southern edge of the field. Two fuel standpipes were seen south of the hangars. Radio trucks fitted with rod antennas about 4 meters high were parked on the east side of the flight control station.

2. The field was occupied by 15 twin-engine and about 17 single-engine Rumanian aircraft. The twin-engine planes were fitted with nose wheels and 5 to 6 cabin windows each. The single-engine aircraft probably were biplanes. Twin-engine commercial planes daily landed at the field. A Soviet courier plane would land once or twice every week. The Rumanian air unit stationed at the field daily practiced flying with single-engine aircraft. The air force soldiers wore Rumanian Army uniforms with light-blue bordered epaulets.

3. In the fall of 1950 and 1951, a Soviet Air Force unit was observed at Arad airfield. However, no Soviet planes were stationed there in October 1951.

4. The Rumanian air unit which was permanently stationed at the field was quartered in several single-story temporary buildings at the southern edge of the installation. The unit numbered about 400 men; half of them were ground personnel and half pilots. The ranking officer at the field reportedly was a major. Airline passengers were subjected to a body search executed by members of the Rumanian militia.

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5. an airfield was under construction on the northern edge of Salukat (Enfelsbrunn) (R 16/15), about 4 km east of Aradul Nou. Surveying was started by 20 to 25 Soviet civilians in the late summer of 1949. This work was interrupted in the late fall but was resumed in the spring of 1950. In the late summer of 1950, all fields that had been surveyed were confiscated. The fields adjacent to the northeast were scheduled to be confiscated in 1951. In the summer of 1950, low wooden buildings were set up by 40 to 50 Rumanian

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construction workers, field railway equipment and construction tools arrived on the site. In the spring of 1951, leveling and excavation work was done by a Rumanian labor battalion of about 300 men from Arad and 30 to 40 Soviet civilian workers. Construction supplies were also unloaded. In the summer of 1951, the construction site was repeatedly inspected by the commanding general of the Soviet military post and occasionally by Soviet Air Force officers. In the summer of 1950 and 1951, individual biplanes landed east of the construction site. In October 1951, the field was still unoccupied.²

- 25X1 1. [REDACTED] Comment. The data furnished [REDACTED] clarifies available information on the occupation of the field. It is now believed that a Rumanian pilot school is stationed at the field, which is also temporary used for training purposes by Soviet ground attack and bomber units. From the data contained in the report, the types of the planes stationed at the field cannot be determined. However, the student pilots probably train with Po-2s and later with Li-2s or Il-28s while the Soviet units occasionally training at the field are equipped with Il-2s or Il-10s and Pe-2s or Tu-2s.

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- 25X1 2. [REDACTED] Comment. An emergency airfield was known to be located near Salukat.

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